

way, which is three blocks north of Neck road.

Passengers have until they reach Neck road to produce another nickel, and if they do not hand it over to the conductor at this place they are ejected. Consequently it was at Neck road on the Culver line where the chief trouble of the day occurred, and the mixups on the other lines were simply repetitions of those of the Culver line, but on a smaller scale.

When car 251 came down Gravesend avenue as far as Neck road and there were many passengers that had not yet paid the second fare—all insisting that Justice Gaynor's decision was the last word on the subject—the conductor signed the motorman to stop. A group of B. R. T. inspectors, under their captain, James T. Smith, who had come to this place a short time before, then boarded the car and began to back up the conductor's demands for the second fare.

At this hour the special policemen had not become so aggressive as they did later in the day, and instead of throwing passengers off without wasting words, as was their practice a few hours later, they spent so much time in arguing that the first car of the big block, number 251, did not reach Coney Island until half past 1 o'clock, or about one hour and three-quarters behind its schedule. And during all this wrangling car after car piled up on the tracks behind No. 251 till the stalled train stretched back further than the eye could reach.

THE SLUGGING BEGINS.

Then the crowds of restless trouble-makers who had started for the second fare congestion places early to add to the uproar were beginning to stir. Every vantage point, and the line hung to fences and the roofs of the low buildings nearby led up about it.

"Don't you pay! Kill 'em! Smash 'em!" and similar cries. The taunts and jeers of the crowds on the side lines began to get on the B. R. T. men's high strung nerves, and in a short time the slugging began in earnest, much to the joy of the bleachers.

Forty police reserves that had been gathered from various precincts assembled at the Coney Island station, and shortly before noon they detrained from a north-bound car at Neck road, headed by Sergt. Callahan of Coney Island. During the first few minutes following their arrival the presence of the police had a quieting effect on both inspectors and the crowds. When it was seen, however, that the police were as sea as to their duty the B. R. T. special police gained courage and the crowd began to put the city police in the same category with the special.

By 10 P. M. the ejections were in full swing. Passenger after passenger who refused to hand out the second nickel was grabbed by the legs and pulled violently out of the cars. This was repeated again and again, interspersed with scattering fights in which passengers, police, war correspondents and the bleachers—which had now swarmed down to the battlefield—were bowled over right and left. Not until Deputy Commissioner O'Keefe appeared with Police Inspector Grant at 7 o'clock did the police take a hand further than to try to separate the scoundrels.

O'KEEFE DRIVES BLEACHERS AWAY.

Deputy Commissioner O'Keefe said a few minutes after he came on the job that even he was still somewhat at sea as to what was expected of him and his men up at Police Headquarters. The Deputy said that he had been waiting for something more definite from Mulberry street before he could straighten matters out, but meantime he and Inspector Grant untangled a car by knot by driving the bleachers off the corner and by giving everybody around the corner that had business there more breathing room.

Shortly after Deputy O'Keefe arrived at Neck road he told District Superintendent Ezra Davis of the Brooklyn Rapid Transit, who had now taken charge of the ejections, that some effort must be made by the railroad specials and train crews to relieve the block.

"You will have to put your inspectors on the cars and let the money between here and Coney Island," insisted the Commissioner.

In a few sharp words Supt. Davis gave O'Keefe to understand that the company was running the road, and not the Police Department. The Commissioner seemed to weaken at this, but he gained a point a few minutes later when he prevailed upon Davis to send his special collectors back along the stalled line of cars to begin their ejections instead of knocking each car singly as it came up to Neck road.

O'KEEFE ORDERS ARREST OF SUPERINTENDENT.

"If you don't send these cars through," continued the Commissioner, "I'll look up the crews." But even after this statement O'Keefe failed to carry it out. The Commissioner left the scene for a half hour at sundown, and when he returned it seemed to the onlookers as if a great light had struck him meantime, because he walked straight for Davis, and said:

"Now, if you and your men do not let these cars go through I shall have you arrested immediately."

"The cars are not going to move from here till we get our fare returned Davis. A worthy war followed for a few moments, during which the Deputy Commissioner said that it was up to the road to get the fares on the cars further down the line or wherever it pleased, but that the lines must be opened. Davis turned to his specials and again ordered them to collect the fares as they had been doing.

"Here, roundsmen!" yelled the Deputy Commissioner to Roundsmen Coughlin of the Coney Island station, "arrest this man!" Deputy Commissioner O'Keefe said last night that the action he took in making the officials send the cars ahead was on his own responsibility. He said that things were getting muddled up and he decided that something had to be done and done quick.

Davis submitted to arrest and was taken immediately down to the Coney Island station and clapped into the cell. He was locked in at 7:30 o'clock and was not bailed out until an hour and a half later, when Alderman Lewis M. Potter of Coney Island came to his aid.

Supt. Davis had scarcely been placed under arrest when one of his specials, standing by, ordered the train crews to remain where they were till they got their fares. O'Keefe told this inspector that he would also be arrested unless he released, and the B. R. T. men, now realizing that the police were taking a hand in earnest, threw up the white flag and let the cars go through. Thus the backbone of the trouble seemed to be broken.

SUP. SMITH ARRESTED.

Deputy Commissioner O'Keefe left Gravesend avenue and Avenue E a little after 10 o'clock. When he left the cars were running smoothly, but immediately afterward Dow S. Smith, general superintendent for the B. R. T., gave orders for the motorman to stop until the second fare was collected. The policemen, working under Inspector Grant, ordered the motorman to keep on, but they refused.

In a short time about thirty cars were stalled. Supt. Smith refused to order the motorman to go ahead. Finally the

In the Breach with Pluck

Then one needn't fear the world. Such an ally makes one invincible. Another invincible ally is to go into life's daily fray duly, safely, surely insured. To hurry after invincible insurance is supremely prudent.

The Washington Life Insurance Co.
John G. Barker, President

police arrested Smith, an inspector having the number 10088 and motorman No. 10086, in charge of the car at the head of the line. Smith was in an automobile and he took the inspector and motorman and a policeman up to the Parkville police station.

VOLUNTEER MOTORMAN DISSENTS.

The blockade was lifted for a few minutes before 11 o'clock, when Thomas J. Dowd of 678 Sixth avenue, Brooklyn, volunteered to act as motorman of the first car. He knew how to run it, having been a motorman once, and did so, but only for a distance of 150 yards. He had to stop because the signals of the road were set against him.

Dowd wouldn't run by the signals and stopping the car deserted it. The signals remained set, however, were several men in the lower at Sixty-sixth avenue and Gravesend avenue, who had control over the signals. The tower was in darkness and the men in it could not be got at because they had the door locked and bolted.

CONDUCTOR THROWS UP HIS JOB.

It was a great day for the excitement loving bleachers who urged the passengers to resist and sent them on their way with cheers when some of them held out and got away with it. The bleachers' great hour came in the middle of the afternoon, when Conductor Morris Vortin of 215 East 121st street threw up his job dramatically and was hustled away by two of the inspectors.

When Vortin's car was stopped by Supt. Davis and his specials at Neck road and the conductor was ordered to work along the running board and get the money Vortin began the journey dubiously. He had gone only a few feet, however, when he swung around toward the crowd of hooters that were pressed against the sides of the car, flung his cap high in the air and dropped off the car with the remark that the road could go to a spot even hotter.

Down upon him came the rosters in a landslide to grasp his hand. Amid wilder cheers the conductor jerked his bunch of transfers from his pocket and threw them to the police to catch. B. R. T. men at other places across the tracks. While he was trying to wedge his way through the mob of whirling admirers two special policemen grabbed the conductor and pulled him aboard an automobile bearing a tag with the inscription "B. R. T. No. 2." A shower of mud and curses followed the two specials and their captive during the short walk from the car to the waiting automobile, and Vortin received quite as much of this onslaught as the special cars.

Many men tried to drag the conductor away from his captors, but these were disposed of when the inspectors began to swing their clubs. Vortin was finally bundled into the motor and was taken across Neck road through a jam of admirers who ran after the automobile shaking the conductor's hand until the motor outdistanced them. It was said by the specials that Vortin was being taken to the Sheepshead Bay police station to be held on a charge of deserting his car while still holding the money he had collected. There was no record of his arrest on the blotters of the Sheepshead Bay or Coney Island police station last night.

PASSENGERS TURN PEDESTRIANS.

All along the road for many miles streamed a continuous procession of people who had left the cars voluntarily or who had been ejected. Dust covered girls and young women who had in New York at noon under the impression that they would reach the island an hour later and feed on hot dogs and chowder down by the sea trudged by wearily hour after hour, and many did not reach the vicinity of food until the sun was setting.

GIRL JUMPS INTO A CREEK.

Three of these pedestrians were injured more or less seriously while attempting to cross the bridge over to the island below Neck road. Mary Walsh and her cousin, Helen Walsh, of 260 Tenth avenue, Manhattan, were in the middle of the bridge when a car run by Motorman Conomos, bore down upon them and knocked them off the bridge into the water. A few feet further ahead were Allan Walsh, a brother of Mary, and a young girl named Bertha Johnson. Both of these jumped into the creek when they saw their companions struck and escaped with slight injuries.

Women passengers shrieked when they saw the girls go over the bridge girders and the men clambered over the seats to get at the motorman. Only the realization by the cooler passengers that the car was needed to take the injured to the island saved Conomos from being thrown from the car into the water. The cool headed passengers persuaded the crowd to let him run the car back to the bridge so that the girls might be picked up and taken on down to the Reception Hospital at Coney.

When the passengers had pulled the victims from the creek and had taken them to Coney it was learned that Mary Walsh had sustained a fracture of the left forearm, shock and a possible fracture of the ribs and other internal injuries. At first it was thought that the girl, who was unconscious, would die, but later at the Reception Hospital the ambulance surgeon said that she was resting easier and would recover. Helen Walsh was bruised and also suffered from shock. Miss Johnson had a sprained ankle, as had also Allan Walsh, and many bruises.

TAKEN TO HOSPITALS FOR TREATMENT.

Two passengers on the Sea Beach Line express, who were hurt yesterday during the struggle attending the efforts of the ticket choppers to prevent their egress from the Luna Park terminus of the road without paying the second fare, were taken to the Kings County Hospital, Brooklyn.

Herman Laue, a real estate agent, 42

years old, who said he lived on Van Buren street, Brooklyn, was brought to the hospital suffering from hysteria and a contusion of the right side. He was discharged after treatment.

Edward Braun, a German living at 99 Bleeker street, was brought to the hospital with badly bruised ribs and chest. He refused treatment and left the hospital immediately.

SAID HE WAS BIRD COLER.

Stories of celebrities that had been ejected during the day followed each other so quickly that the reporter's pads rapidly became small editions of Who's Who. Numberless witnesses were on the job to tell the tale of the ejection during the early forenoon of a man who said he was Borough President Bird Coler. Mr. Coler, so the reporters were told by many who said they were on the car, refused to pay the second fare at Neck road and then got up and harangued the passengers and repeated the statement attributed to him in some of the morning papers yesterday that "any one who will pay a second fare is only half a man." At this point the orator was seized by the arm. Another trainman started to grasp the arm of a woman, who, the passengers say, was Mrs. Coler, when her oratorical companion turned toward the trainman and said:

"Here, that'll be enough of that."

Both then got out and stood at the corner of Neck road for some time till a carriage arrived and they were driven away.

SAID HE WAS JUSTICE GAYNOR.

Dr. Pierce, the physician stationed at Luna Park, told a reporter last night that an hour or two earlier two men seated in front of the doctor in a surface car were told to pay or get out when the car reached the Neck road dividing line. According to Dr. Pierce one of the men arose and said to the conductor:

"Probably you don't know that I am Justice Gaynor and that my companion is also a Judge."

"I don't give a damn who you are," the conductor is said to have answered. "Hand me five cents or get out."

The man who had said he was the Justice would not pay, and he and his friend were thrust from the car.

ON THE SMITH STREET LINE.

Over on the Smith street line at Kings Highway there was an all day repetition of the troubles on the Culver line on a smaller scale. Here the police seemed to handle the situation better. There were fewer exhibitions of violence, although one special policeman struck a man in the face and drew blood.

When the injured passenger appealed to the city police to have the special policemen arrested they refused on the ground that they had not seen the assault. Appeals to the police to arrest the terminal on Surf avenue were reached and as the car had begun to slacken its pace the woman happened to glance around. When she saw Col. Roberts seated back of her she jumped from the car, and raising her skirts above sea level she sprinted through meadow, mud and water.

Col. Roberts jumped off the car and was about to pursue the woman, but at the brink he changed his mind. When he came back to Neck road about twenty minutes later the Colonel gave his opinion of the situation.

"A lot of cheap politicians have stirred up all this trouble, just to get solid with a certain class about the time elections are approaching," was the lawyer's opinion. "The great mistake was made long ago when all the lines were consolidated. At that time something definite about fixing the fares inside the city lines should have been done, and all these annual troubles on Coney Island lines would have been avoided."

"And by the way," concluded Col. Roberts, smiling grimly, "over in that fire house you see across the street is where Justice Gaynor got his start. Back in the time of John Y. McKane's troubles, when Gaynor was an unknown lawyer, he began to work on the election fraud cases that later sent the politician to jail. Then we, the people, took him up and put him where he is today."

PLAHERTY WOULD GO TO WAR.

Michael J. Flaherty, Brooklyn's M. O. Sheriff, hearing that he might be called upon to take a hand in the trouble, gave out a statement last night telling what he "so far" have been doing. He said that with this railroad business and hope I will not have. I was informed this evening that a committee of citizens is being formed to protect citizens against the alleged illegal aggression of the Brooklyn Rapid Transit Company. The sentiment of this committee, I have been told, is that the police are not acting in the interest of the citizens as much as they should and that the committee intends to ask me as Sheriff of the county to give the necessary protection.

Col. James D. Bell, Assistant Corporation Counsel in charge in the borough of Brooklyn, intimating last night that in his opinion the Brooklyn Rapid Transit Company should have acted in accordance with the decision of Justice Gaynor, even if the order had not been regularly filed. He said:

"By the declaration of the law as laid down by Justice Gaynor the arrest of a man for refusing to pay a second fare was unjustified. Justice Gaynor says: 'The railroad could not be guilty of a breach of the peace in simply disputing the right of the conductor to make him pay a second fare. He had the right to refuse to pay it and is discharged.' It is the declaration of the law that it is reversed, and it follows that meanwhile any other passenger on one of the cars, acting as this relator has done, could not be held for a breach of the peace and should be discharged. I think in a case of this kind the known declaration of the law should be respected, and I don't imagine the railroad company would stand on the technicality as to the formal entering of the order. The discharge of MacFarlane by Justice Gaynor was the announcement of the law that he was guilty of no offense in demanding that he be carried to Coney Island for a single fare, and until this judgment is reversed by a higher court it seems wrong for the railroad company to deny other passengers the same rights he claimed. The entering of the order does not affect the essential point in the controversy."

Another prominent Brooklyn lawyer said: "It has been computed that suits could now be brought on the strength of the decision of an immense aggregate sum. It is a mighty serious matter for the railroad company and there is no question in my mind that the lawyers of the company will be the first thing to-morrow morning take steps to secure a stay from the operation of the decision pending an appeal to the Court of Appeals. So far as relieving the immediate prospect of paying a single fare to Coney Island, the public had better content itself with making up its mind to continue paying the two fares for the balance of the summer, anyway, and possibly all next summer, before the matter is ultimately threshed out in the courts."

WILL KEEP ON CHARGING TWO FARES.

Timothy S. Williams, vice-president of the B. R. T., said last night at his home in Huntington, L. I., that he had not visited the scene of trouble yesterday, but had kept in touch with the situation by telephone communication with General Super-

intendent William J. Ennis in Australia.

Linemen Shocked at Top of Pole.

Patrick Brennan, a lineman, who was employed by the Long Island Railroad, was shocked while on the top of an electric pole at Tinsdale avenue, Jamaica, yesterday. He fell to the ground. His skull was crushed and he was dead when picked up.

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